SOUTHERN PACIFIC COMPANY

PACIFIC LINES

92

TIME TABLE

FOR THE

TUCSON DIVISION

To Take Effect Sunday, November 14, 1926, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

A. E. SWEET,
Assistant General Manager.

H. S. FAIRBANK,
Superintendent.

Time Table No. 92

November 14, 1926

EASTWARD

Car capacity of Sidings	SECOND CLASS								FIRST CLASS					Distance from San Francisco		STATIONS		
	430	244	432	428	426	424	412	92	12	102	2	4	104					
	Freight	San Francisco Manifest Freight	Phoenix Manifest Freight	Freight	Freight	Local Freight	Freight	Los Angeles Manifest Freight	Apache	Sunset Limited	Californian	Golden State Limited	Argonaut					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard BKWYFTOP	9.00PM	5.30PM	4.00PM	3.00PM	8.50AM	5.00AM	3.05AM	12.01AM	8.20PM	5.20PM	2.30AM	1.10AM	12.55AM	732.7	TO-R	YUMA	4.8	Double Track Automatic Block Signals
258 IP	9.15	5.45	4.15	3.15	9.05	5.20	3.20	12.15	8.30	5.30	**2.43**	1.20	f 1.05	737.5	TO	EAST YARD	2.6	
74 P	9.20	5.55	4.25	3.20	9.10	**5.32**	3.25	**12.30**	8.34	5.34	2.49	1.24	f 1.09	740.1		ARABY	3.6	
70 P	9.28	6.05	**4.35**	3.28	9.18	5.42	3.32	12.45	8.39	5.39	**2.59**	1.29	f 1.14	743.7		FORTUNA	2.9	
67 P	9.34	6.20	4.45	3.35	9.25	**6.20**	3.38	12.55	8.44	5.44	3.05	1.34	f 1.19	746.6		BLAISDELL	6.9	
93 P House 6	9.52	6.55	5.05	3.53	9.45	6.45	3.56	1.15	8.56	5.56	3.17	1.46	f 1.31	753.5	TO	DOME	1.7	Double Track
4													f	755.2		GRANITE SPUR (Spur)	5.0	
70 P	10.05	7.15	5.25	4.06	10.10	7.10	4.09	**1.41** **1.56**	9.06	6.06	3.27	**1.56**	f **1.41**	760.2		LIGURTA	7.0	
11													f	767.2		ADONDE (Spur)	2.8	
72 PWI	10.30	8.00	5.45PM	4.28	10.28	8.10	4.30	3.05	9.20	6.20	3.40AM	2.09	s **1.55**	770.0	TO	WELLTON	3.1	
71 P	10.40	8.15		4.36	10.36	8.20	4.40	3.20	9.25	6.24		**2.14**	f 2.00	773.1		ASHER	3.3	
67 P	10.48	8.27		4.43	10.43	8:30	4.50	3.30	9.30	6.29		2.19	f **2.07**	776.4		TACNA	3.7	
71 P	10.57	8.38		4.51	10.51	8.40	5.00	3.41	9.35	6.34		**2.24**	f **2.12**	780.1		GAEL	3.7	
67 P	11.06	8.50		4.59	10.59	**9.08**	**5.10**	3.52	9.40	6.39		2.29	f 2.17	783.8		COLFRED	4.8	
69 P	11.15	9.03		5.10	11.10	9.26	5.20	4.13	9.46	6.45		2.35	f 2.23	788.6		PEMBROKE	4.0	
88 P 70	11.35	**9.51**		5.20	11.22	9.49	5.30	**4.30**	**9.51**	6.50		2.40	f 2.28	792.6	TO	MOHAWK	3.3	
67 P	**11.45**	10.21		5.30	11.32	10.10	5.40	5.10	9.56	6.55		2.45	f 2.33	795.9		KIM	4.6	
67 P	11.55PM	10.44		5.40	**11.42**	10.53	**5.50**	**5.50**	10.02	7.01		2.51	f 2.39	800.5		STOVAL	5.7	
67 P	**12.21AM**	**11.10**		5.53	11.55AM	11.10	6.03	6.30	10.09	7.08		**2.58**	f **2.46**	806.2		MUSINA	5.7	
67 PW House 28	12.31	11.30PM		6.10	12.10PM	11.25	6.15	6.50	10.16	7.15		3.05	f 2.55	811.9	TO	AZTEC	7.8	
67 P	**12.50** **1.11**	**12.03AM**		6.25	12.25	11.45	6.30	7.10	**10.26**	7.25		3.15	f 3.05	819.7		STANWIX	2.3	
70 P	1.25	12.20		6.35	12.35	11.57AM	6.40	7.18	10.29	7.28		3.18	f 3.08	822.0		LAVA	2.9	
Y														824.9		DELOSA	1.2	
82-76 PWF House21	**1.42**	**12.41** **1.25**		6.50	**12.50**	**12.50PM**	6.55	**8.09**	10.35	7.34		**3.24**	s **3.24**	826.1	TO	SENTINEL	3.5	
76 P	1.50	1.35		7.00	1.00	1.10	7.03	8.35	10.40	7.39		3.29	f 3.36	829.6		TRIGO	3.5	
67 P	1.58	1.45		7.10	1.10	1.30	7.10	**8.55**	10.45	7.44		3.34	f 3.42	833.1		TARTRON	6.8	
67 P	2.10	1.57		7.23	1.23	2.00.	7.22	9.15	10.54	7.53		3.43	f 3.52	839.9		PIEDRA	5.6	
67 P	2.21	2.08		7.35	1.35	2.20	**7.39**	9.28	11.01	8.00		3.50	f 3.59	845.5		THEBA	4.8	
67 P	2.30	2.18		7.45	1.45	2.40	**7.55**	9.45	**11.07**	8.06		3.57	f 4.05	850.3		SMURR	5.4	
Yard BKWTFP	2.45AM	2.35AM		8.00PM	2.00PM	3.00PM	8.10AM	10.30AM	s 11.15PM	s **8.15**PM		s 4.07AM	s 4.15AM	855.7	TO-R	GILA		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(123.0)		
	(5.45) 22.78	(9.05) 14.73	(1.45) 21.31	(5.00) 24.60	(5.10) 23.61	(10.00) 12.30	(5.05) 24.20	(10.29) 12.00	(2.55) 42.17	(2.55) 42.17	(1.10) 31.97	(2.57) 41.69	(3.20) 36.90			.... Total Time .... Average speed per hour........		

Westward trains are superior to trains of the same class in the opposite direction.
Gauntlet track, Colorado River Bridge, Yuma. Normal position switch west end for eastward track.
First class trains meeting at Gila, will take siding at the passenger station unless otherwise instructed.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
12	Wellton	Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
2	Any Station	Phoenix Subdivision
12	Any Station	Amarillo, Texas
102	Any Station	San Antonio

YUMA SUBDIVISION—GILA LINE

Time Table No. 92

November 14, 1926

WESTWARD

	STATIONS	Miles between		Distance from Gila	FIRST CLASS					THIRD CLASS			
					3 Golden State Limited	**11** Apache	**101** Sunset Limited	**103** Argonaut	**1** Californian	**431** Phoenix Manifest Freight	**423** Local Freight	**91** Los Angeles Manifest Freight	**243** San Francisco Manifest Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur. & Sat.	Arrive Daily	Arrive Daily
TO-R	YUMA		Double Track	123.0	s 3.05 AM	s 3.20 AM	s 10.35 AM	s 2.40 AM	s 12.50 AM	7.30 AM	5.20 PM	6.00 AM	9.00 AM
		4.8											
TO	EAST YARD			118.2	**2.43**	3.08	10.22	f 2.25	12.35	7.05	5.05	5.45	8.37
		2.6											
	ARABY			115.6	2.39	3.04	10.17	f 2.20	**12.30**	6.50	4.50	**5.32**	8.25
		3.6											
	FORTUNA			112.0	2.34	**2.59**	10.12	f 2.12	12.25	6.35	**4.35**	5.00	8.12
		2.9											
	BLAISDELL			109.1	2.30	2.55	10.07	f 2.05	12.20	**6.20**	4.20	4.40	8.00
		6.9											
TO	DOME		Double Track	102.2	2.18	2.43	9.54	f 1.50	12.08 AM	5.55	4.00	4.05	7.40
		1.7											
	GRANITE SPUR (Spur)			100.5				f					
		5.0											
	LIGURTA			95.5	2.08	2.33	9.43	f 1.35	11.58 PM	5.35	3.15	3.30	7.10
		7.0											
	ADONDE			88.5				f					
		2.8											
TO	WELLTON			85.7	**1.55**	2.20	9.30	s 1.22	11.45 PM	5.15 AM	2.45	3.00	6.39
		3.1											
	ASHER			82.6	1.50	**2.14**	9.23	f 1.11			2.15	2.45	6.05
		3.3											
	TACNA			79.3	1.46	**2.07**	9.18	f 1.06			2.00	2.35	5.40
		3.7											
	GAEL			75.6	**1.41**	**2.02**	9.13	f 1.01			1.45	**2.24** **1.41**	5.25
		3.7											
	COLFRED			71.9	1.36	1.57	**9.08**	f 12.55			1.30	1.20	**5.10**
		4.8											
	PEMBROKE			67.1	1.30	1.51	9.02	f **12.48**			1.15	**12.48**	4.47
		4.0											
TO	MOHAWK			63.1	1.25	1.46	8.56	f 12.42			12.55	12.15 AM	**4.30**
		3.3											
	KIM			59.8	1.20	1.41	8.50	f 12.35			12.10 PM	**11.45 PM**	3.42
		4.6											
	STOVAL			55.2	1.14	1.35	8.44	f 12.28			**11.42 AM**	11.25	3.20
		5.7											
	MUSINA			49.5	1.07	1.28	8.37	f **12.21**			10.46	**11.10**	**2.58** **2.46**
		5.7											
TO	AZTEC			43.8	1.00	1.21	8.30	f 12.13			10.25	10.45	2.20
		7.8											
	STANWIX			36.0	**12.50**	**1.11**	8.20	f **12.03 AM**			9.55	**10.26**	2.00
		2.3											
	LAVA			33.7	12.47	1.08	8.16	f 11.58 PM			9.45	9.58	1.55
		2.9											
	DELOSA			30.8									
		1.2											
TO	SENTINEL			29.6	**12.41**	**1.02**	**8.09**	s 11.50			9.32	9.45	**1.42** **1.25**
		3.5											
	TRIGO			26.1	12.36	12.57	8.03	f 11.41			9.13	9.35	1.05
		3.5											
	TARTRON			22.6	12.31	**12.52**	7.58	f 11.35			**8.55**	9.25	**12.52**
		6.8											
	PIEDRA			15.8	**12.22**	12.43	7.48	f 11.25			8.30	9.05	**12.22**
		5.6											
	THEBA			10.2	12.15	12.36	**7.39**	f 11.17			8.14	8.50	12.01 AM
		4.8											
	SMURR			5.4	12.09	12.30	7.31	f **11.07**			**7.55**	8.35	11.40 PM
		5.4											
TO-R	GILA			0.0	12.01 AM	12.22 AM	7.22 AM	10.57 PM			7.30 AM	**8.15 PM**	11.25 PM
	123.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily
	Total Time				(3.04)	(2.58)	(3.13)	(3.43)	(1.05)	(2.15)	(9.50)	(9.45)	(9.35)
	Average speed per hour				40.11	41.46	38.24	33.09	34.43	16.58	12.51	13.62	13.52

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	Polvo or Phoenix Subdivision
11	Any Station	Amarillo, Texas
101	Any Station	San Antonio and Tucumcari

EASTWARD

Time Table No. 92

November 14, 1926

Car capacity of sidings	SECOND CLASS								FIRST CLASS						Distance from San Francisco		STATIONS
	430	428	92	426	422	244	434	412	12	102	108	2	104	4			
	Freight	Freight	Los Angeles Manifest Freight	Freight	Local Freight	San Francisco Manifest Freight	Phoenix Freight	Freight	Apache	Sunset Limited	Phoenix-Tucson Passenger	Californian	Argonaut	Golden State Limited			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard WFTPBK	7.20 PM	1.50 PM	11.30 AM	7.30 AM	6.00 AM	3.00 AM		1.30 AM	11.22 PM	8.22 PM			4.23 AM	4.15 AM	855.7	Automatic Block Signals	TO-R GILA 3.4
67 P	7.35	2.05	11.45 AM	7.45	6.15	3.15		1.45	11.30	8.28			f 4.31	4.22	859.1		COLEDON 6.0
67 P	7.45	2.20	12.12 PM	8.00	6.35	3.35		2.00	**11.38**	8.37			f 4.42	4.31	865.1		TO BOSQUE 4.0
67 P	8.00	2.35	12.25	8.15	**6.55**	3.50		2.15	**11.50**	8.44			f 4.50	4.38	869.1		OCAPOS 2.7
76 P	8.10	2.45	12.35	8.25	7.10	4.10		2.25	11.55	**8.49**			f 4.57	4.44	871.8		SHAWMUT 2.8
73 PY	**8.25**	**3.05**	1.05	8.40	7.40	4.30		2.40	11.59 PM	8.55			f 5.04	4.50	874.6		TO ESTRELLA 4.8
68 P	8.35	3.15	1.18	8.50	8.00	4.40		2.50	12.06 AM	9.01			f 5.11	4.56	879.4		BUCHAN 4.3
67 PW	8.45	3.25	1.30	9.00	8.20	**5.02**		3.00	12.12	9.07			f 5.17	**5.02**	883.7		MOBILE 4.7
67 P	9.00	3.40	1.50	9.15	8.35	**5.24**		3.15	12.18	9.13			f **5.24**	5.08	888.4		ENID 4.4
67 P	9.09	**3.50**	**2.05**	9.25	8.50	5.50		3.25	12.24	9.19			f 5.31	5.15	892.8		HEATON 5.0
Yard WYOPK	**9.35**	4.20	**2.20** **3.20**	9.50	9.35	**6.12** **7.00**		3.50	s 12.40	s **9.35**	8.00 PM		s 5.50	5.25	897.8	Aoto.Block Signals	TO MARICOPA 5.1
67 P	10.00	4.35	3.45	10.05	9.50	7.20		4.05	12.48	9.42	f 8.10		f **6.00**	5.33	902.9		LIRIM 4.8
72 P	**10.29** **10.44**	4.50	4.01	10.20	10.05	7.35		4.20	12.55	9.48	f 8.17		f 6.10	5.39	907.7		BON 4.8
67 P	11.00	**5.05**	4.17	10.35	10.25	7.50		4.35	1.01	9.54	f 8.24		f 6.18	**5.48**	912.5		NUNEZ 6.3
94 PW House 65	11.15	5.25	**4.40**	10.50	10.40	8.20		4.50	1.10	10.02	s **8.35**		s 6.30	5.56	918.8		TO CASA GRANDE 4.9
67 P	11.30	5.35	4.50	11.05	10.55	8.40		5.05	1.16	**10.09**	f 8.43		f 6.37	6.02	923.7		ARIZOLA 4.7
68 P	11.45	5.50	5.00	**11.20**	11.10	9.00		**5.26**	1.22	**10.17**	f **8.50**		f 6.45	6.08	928.4		TOLTEC 4.7
67 P	11.55 PM	6.00	5.10	11.35	11.25	9.20		5.40	1.28	10.24	f 8.58		f 6.52	6.14	933.1		ELOY 4.4
71 PYFW	12.15 AM	6.25	5.32	**11.55 AM**	**11.55 AM**	9.40	1.45 AM	6.00	1.34	10.30	f 9.05	10.30 AM	f 7.00	6.20	937.5		TO PICACHO 3.2
73 P	12.35	6.45	6.00	12.10 PM	12.20 PM	**10.05**	2.00	**6.25**	1.39	10.35	f 9.10	10.35	f 7.08	**6.25**	940.7		OCATILLA 3.5
65 P	12.50	**7.00**	6.15	12.25	12.35	**10.40**	2.15	6.40	1.44	10.40	f 9.15	**10.40**	f 7.15	6.30	944.2		WYMOLA 3.7
73 P	1.00	7.10	6.25	12.40	12.50	**11.10**	2.30	6.50	1.49	10.45	f 9.20	10.45	f 7.21	6.35	947.9		MONTROSE 3.5
67-67 PW House 23	1.10	7.20	**6.35**	1.00	1.10	11.35	2.45	7.00	1.55	10.50	s **9.29**	**10.50**	f 7.30	6.42	951.4	Auto.Block Signals	TO RED ROCK 3.0
68 P	1.20	**7.35**	6.45	1.10	1.20	11.45	2.55	7.10	1.59	10.54	f **9.41**	10.55	f 7.36	6.48	954.4		AVRA 4.0
67 P	1.30	**8.05**	6.55	1.20	**1.50**	11.55 AM	3.05	7.20	2.05	10.59	f 9.47	11.00	f 7.42	6.55	958.4		NAVISKA 3.8
71 P House 32	1.40	8.20	**7.23**	**1.30**	2.05	12.10 PM	3.15	7.30	2.10	11.04	f 9.52	11.05	f 7.50	7.02	962.2		MARANA 4.7
69 PW	1.55	8.40	**7.54**	1.55	2.35	**12.55**	3.35	**7.45**	2.20	11.13	s 10.00	11.15	f **8.01**	7.15	966.9		TO RILLITO 5.2
67 P	2.15	**9.02** **9.17**	8.15	2.20	3.05	1.15	3.55	**8.12**	2.30	11.21	f 10.10	11.23	f **8.12**	**7.25**	972.1		CORTARO 5.3
67 PW	**2.39**	9.40	8.30	2.40	3.30	1.30	**4.20**	8.35	**2.39**	11.28	f 10.20	11.30	f 8.20	7.32	977.4		JAYNES 3.8
IP	2.55	9.55	8.45	2.50	3.45	1.40	4.35	8.45	2.45	11.33	f 10.25	11.35	f 8.26	7.38	981.2	Auto. Block Signals Double Track	TO STOCKHAM 1.6
															982.8		SOUTH LINE JCT. 1.1
Yard YWFCT OPBK	3.15 AM	10.15 PM	9.10 PM	3.10 PM	4.00 PM	2.00 PM	5.00 AM	9.00 AM	s 3.00 AM	s 11.45 PM	s 10.40 PM	s 11.45 AM	s 8.40 AM	s 7.50 AM	983.9		TO-R TUCSON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues., Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(128.2)
	(7.55)	(8.25)	(9.40)	(7.40)	(10.00)	(11.00)	(3.15)	(7.30)	(3.38)	(3.23)	(2.40)	(1.15)	(4.17)	(3.35)			Total Time
	16.72	15.69	14.79	16.72	12.82	12.61	14.28	17.09	35.28	37.89	32.29	37.12	29.93	35.77			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

Eastward trains, except first class, not pass South Line Jct., without permission from Yardmaster.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
2	Any Station	Phoenix Subdivision

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or beyond
12	Any Station	Amarillo, Texas
102	Any Station	San Antonio

GILA SUBDIVISION — GILA LINE

WESTWARD

Time Table No. 92

November 14, 1926

STATIONS	Distance from Tucson	FIRST CLASS						THIRD CLASS			
		101 Sunset Limited	1 Californian	107 Tucson-Phoenix Passenger	103 Argonaut	3 Golden State Limited	11 Apache	421 Local Freight	91 Los Angeles Manifest Freight	243 San Francisco Manifest Freight	433 Phoenix Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block Signals TO-R GILA	128.2	s 7.15 AM			s 10.50 PM	s 11.55 PM	s 12.15 AM	4.30 PM	7.00 PM	10.10 PM	
3.4											
COLEDON	124.8	7.09			f 10.41	11.46	12.07 AM	4.10	6.40	9.50	
6.0											
TO BOSQUE	118.8	7.01			f 10.33	**11.38**	11.58 PM	3.55	6.25	9.30	
4.0											
OCAPOS	114.8	**6.55**			f 10.26	11.29	**11.50**	3.35	6.00	9.05	
2.7											
SHAWMUT	112.1	6.50			f 10.21	11.24	11.43	3.20	5.45	**8.49**	
2.8											
TO ESTRELLA	109.3	6.45			f 10.16	11.19	11.38	**3.05**	5.30	**8.25**	
4.8											
BUCHAN	104.5	6.39			f 10.08	11.13	11.32	2.40	5.00	8.05	
4.3											
MOBILE	100.2	6.33			f 10.01	11.07	11.26	2.30	4.30	7.51	
4.7											
ENID	95.5	6.27			f 9.53	11.00	11.20	2.20	4.05	7.30	
4.4											
HEATON	91.1	6.21			f 9.45	10.53	11.14	**2.05**	**3.50**	7.08	
5.0											
Aut. Block Signals TO MARICOPA	86.1	s **6.12**		s 9.10 PM	s **9.35**	10.45	s 11.05	1.30	**3.00**	6.30	
5.1											
LIRIM	81.0	**6.00**		f 9.00	9.22	10.35	10.50	12.55	2.00	5.30	
4.8											
BON	76.2	5.54		f 8.53	9.16	**10.29**	**10.44**	12.45	1.50	5.20	
4.8											
NUNEZ	71.4	**5.48**		f 8.45	9.10	10.23	10.38	12.35	1.40	**5.05**	
6.3											
TO CASA GRANDE	65.1	5.38		s **8.35**	9.02	10.15	10.30	12.20 PM	1.25	**4.40**	
4.9											
ARIZOLA	60.2	5.32		f 8.25	8.56	**10.09**	10.23	11.35 AM	1.00	4.07	
4.7											
TOLTEC	55.5	**5.26**		f 8.19	**8.50**	10.01	**10.17**	**11.20**	12.45	3.55	
4.7											
ELOY	50.8	5.20		f 8.12	8.42	9.55	10.11	10.45	12.30 PM	3.43	
4.4											
TO PICACHO	46.4	5.14	4.50 PM	f 8.05	8.35	9.49	10.05	10.25	**11.55** AM	3.30	7.20 PM
3.2											
OCATILLA	43.2	5.09	4.45	f 7.59	8.30	9.44	10.00	**10.05**	11.35	3.10	7.10
3.5											
WYMOLA	39.7	5.04	4.40	f 7.54	8.25	9.39	9.55	9.45	11.25	2.57	**7.00**
3.7											
MONTROSE	36.0	4.59	4.35	f 7.49	8.20	9.34	9.50	9.35	**11.10**	2.46	6.45
3.5											
Aut. Block Signals TO RED ROCK	32.5	4.54	4.30	s 7.42	8.15	**9.29**	9.45	9.25	**10.50**	2.35	**6.35**
3.0											
AVRA	29.5	4.50	4.25	f **7.35**	8.11	9.25	**9.41**	8.45	10.25	2.20	6.20
4.0											
NAVISKA	25.5	4.45	4.20	f 7.29	**8.05**	9.20	9.35	8.35	10.15	**1.50**	6.10
3.8											
MARANA	21.7	4.40	4.15	s **7.23**	8.00	9.15	9.30	8.15	10.05	**1.30**	6.00
4.7											
TO RILLITO	17.0	4.34	4.09	s 7.15	**7.54**	9.09	9.24	**8.01** **7.45**	9.55	**12.55**	5.50
5.2											
CORTARO	11.8	4.27	4.02	f 7.07	7.47	**9.02**	**9.17**	**7.25**	9.40	12.37	5.37
5.3											
JAYNES	6.5	**4.20**	3.55	f 6.59	7.40	8.55	9.10	7.00	9.25	12.25	5.25
3.8											
Automatic Block Signals TO STOCKHAM Double Track	2.7	4.15	3.50	f 6.50	7.35	8.50	9.05	6.45	9.15	12.15	5.15
1.6											
SOUTH LINE JCT.	1.1										
1.1											
TO-R TUCSON	0.0	4.05 AM	3.40 PM	6.40 PM	7.25 PM	8.40 PM	8.55 PM	6.30 AM	9.00 AM	12.01 PM	5.00 PM
(128.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily
Total Time		(3.10)	(1.10)	(2.30)	(3.25)	(3.15)	(3.20)	(10.00)	(10.00)	(10.09)	(2.20)
Average speed per hour		40.48	39.77	34.44	37.52	39.50	38.46	13.17	12.82	12.63	19.89

Westward trains are superior to trains of the same class in the opposite direction.
First class trains meeting at Gila, will take siding at the passenger station unless otherwise instructed.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or beyond
1	Any Station	Phoenix Subdivision
101	Casa Grande	Phoenix Subdivision or where regularly stops

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
1	Any Station	Polvo
11	Any Station	Amarillo, Texas
101	Any Station	San Antonio and Tucumcari
101	Casa Grande	Globe Subdivision points or other stations where regularly stops
103	Any Station	Polvo

EASTWARD

PHOENIX SUBDIVISION—PHOENIX LINE

WESTWARD

Car capacity of sidings	SECOND CLASS	FIRST CLASS			Time Table No. 92 November 14, 1926		FIRST CLASS	THIRD CLASS
	432 Phoenix Manifest Freight	2 Californian	Distance from San Francisco			Distance from Phoenix	1 Californian	431 Phoenix Manifest Freight
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
70 PW	5.55 PM	3.40 AM	770.0	Auto Block Signals	TO-R WELLTON	136.0	11.45 PM	5.05 AM
					5.7			
79	6.10	f 3.50	775.7		MING	130.3	f 11.34	4.35
					5.2			
79 House 38	6.30	f **4.00**	780.9		ROLL	125.1	f 11.23	**4.00**
					7.4			
		f 4.13	788.3		TYSON ((No siding)	117.7	f 11.09	
					4.9			
79 House 38	7.10	f 4.22	793.2		GROWLER	112.8	f 10.59	3.15
					5.1			
		f 4.32	798.3		BURGER (No siding)	107.7	f 10.50	
					4.2			
80	7.50	f 4.40	802.5		KOFA	103.5	f 10.42	2.50
					5.2			
28 Switch East End	8.15	f 4.50	807.7		SIDING 13 (Spur)	98.3	f 10.33	2.25
					5.0			
79	8.35	f 4.59	812.7		HORN	93.3	f 10.24	2.05
					5.0			
28 Switch East End	8.55	f 5.08	817.7		ATHEL (Spur)	88.3	f 10.15	1.40
					4.6			
80 House 38	9.13	f 5.17	822.3		AGUA	83.7	f 10.07	1.20
					4.7			
52 Switch East End	9.30	f 5.26	827.0		SIDING 9 (Spur)	79.0	f 10.00	12.55
					4.1			
79 House 38	**9.52**	f 5.33	831.1	Auto. Block Signals	MONTEZUMA	74.9	f **9.52**	12.35
					5.7			
78	10.20	f 5.43	836.8		PAPAGO	69.2	f 9.41	12.10 AM
					4.3			
80	10.35	f 5.50	841.1		SADDLE	64.9	f 9.32	11.55 PM
					8.6			
79	11.00	f 6.08	849.7		HARQUA	56.3	f 9.18	11.25
					1.3			
79	**11.15**	f 6.12	851.0		GILLESPIE	55.0	f 9.15	**11.15**
					5.0			
32 Switch East End	11.35	f 6.22	856.0		SIDING 3 (Spur)	50.0	f 9.06	10.55
					5.3			
80 W House 38	11.55 PM	f 6.32	861.3		ARLINGTON	44.7	f 8.57	10.35
					4.4			
79	12.20 AM	f 6.39	865.7		DIXIE	40.3	f 8.49	10.00
					1.9			
13 PY	12.35	f 6.43	867.6		HASSAYAMPA (Spur)	38.4	f 8.45	9.50
					2.6			
7	12.45	f 6.47	870.2		PALO VERDE (Spur)	35.8	f 8.40	9.40
					1.3			
79	12.55	f 6.50	871.5		CONGER	34.5	f 8.37	9.30
					4.2			
80 PW House 31	1.30	f 6.59	875.7	Automatic Block Signals	TO BUCKEYE	30.3	f 8.29	9.10
					6.0			
79 House 20	1.55	f 7.10	881.7		LIBERTY	24.3	f 8.15	8.50
					3.2			
2	2.15	f 7.15	884.9		NORTON (Spur)	21.1	f 8.10	8.40
					4.8			
79 PY House 32	2.45	f 7.23	889.7		AVONDALE	16.3	f 8.04	8.20
					3.3			
62	3.20	f 7.29	893.0		CASHION	13.0	f **7.59**	**7.59**
					1.9			
27	3.35	f 7.32	894.9		COWDEN	11.1	f 7.55	7.20
					0.8			
8	3.45	f 7.34	895.7		TOLLESON (Spur)	10.3	f 7.53	7.10
					0.6			
13	3.55	f 7.36	896.3		JEAN (Spur)	9.7	f 7.51	7.05
					1.8			
79 House 21	4.05	f 7.40	898.1		FOWLER	7.9	f 7.48	6.55
					3.9			
57	4.25	f 7.46	902.0		CAMPO	4.0	f 7.42	6.35
					2.0			
24	4.35	7.50	904.0		23rd AVE. PHOENIX	2.0	7.37	6.25
					1.5			
			905.5		CROSSING—AT&SF WYE	0.5		
					0.5			
Yard BKW CFTYPO	5.00 AM	s 8.00 AM	906.0		TO-R PHOENIX (Double Track)	0.0	7.30 PM	6.00 PM
	Arrive Daily	Arrive Daily			(136.0)		Leave Daily	Leave Daily
	(11.05) 12.27	(4.20) 31.38			Total Time Average speed per hour		(4.15) 32.00	(11.05) 12.27

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD PHOENIX SUBDIVISION—PHOENIX LINE WESTWARD

Automatic Block Signals

Car capacity of sidings		SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 92 November 14, 1926	Distance from Tucson	FIRST CLASS					THIRD CLASS			
		130	434	128	126	38	34	36	2	32				37	31	1	35	33	129	127	125	433
		Local Freight	Freight	Local Freight	Local Freight	Passenger	Phoenix-Tucson Passenger	Passenger	Californian	Passenger				Passenger	Passenger	Californian	Passenger	Tucson-Phoenix Passenger	Local Freight	Local Freight	Local Freight	Freight
		Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWFCTYPO		7.40PM	7.15PM	11.30AM	6.30AM	9.20PM	6.35PM	8.45AM	8.15AM	4.20AM	906.0	TO-R PHOENIX (Double Track) 4.9	120.9	s 12.35AM	s 7.50AM	s 7.15PM	s 5.45PM	s 11.10PM	4.00AM	3.35PM	5.35PM	3.00AM
19 Switch East End		7.55	7.30	11.45AM	6.42	f 9.32	f 6.47	f 8.57	f 8.25	f 4.32	910.9	KENDALL (Spur) 0.6	116.0	f 12.22	f 7.37	7.02	f 5.32	f 10.55	3.45	3.20	5.20	2.40
11 P						f	f	f	f	f	911.5	CACTUS (Spur) 2.7	115.4	f	f	f	f	f				
Yard WYPOK		8.05 9.10	7.45	12.40PM	6.50 10.20	s 9.44	s 6.55	s 9.10	s 8.35	s 4.44	914.2	TO-R TEMPE 0.9	112.7	s 12.15	s 7.30	s 6.55	s 5.25	s 10.47	3.30	3.10	5.10	2.15
P		9.15PM	7.55	12.45	10.30	9.47PM	7.02PM	9.13	8.38	4.47AM	915.1	TEMPE JCT. 2.0	111.8	12.08AM	7.23AM	6.48	5.17	10.40PM	3.06AM	2.50	4.40	1.45
			8.05	12.55	10.40			9.17	8.42		917.1	NORMAL JCT. 1.1	109.8			6.44	5.13			2.42	4.30	1.35
7								f			918.2	FRANKENBURG (Spur) 0.2	108.7				f					
63											918.4	TEMPE PUMPING PLANT (Spur) 3.2	108.5									
Yard PWY			8.55	1.30	11.45			s 9.29	s 8.52		921.6	TO MESA 1.2	105.3			s 6.37	s 5.05			2.30	4.10	1.20
79 P Spur 5			9.05	1.40PM	11.55AM			s 9.33AM	f 8.55		922.8	R McQUEEN 2.2	104.1			f 6.28	4.51PM			1.52PM	3.40	12.10AM
22			9.15		12.10PM				f 8.59		925.0	TREMAINE 0.9	101.9			f 6.24					3.30	11.55PM
20			9.20		12.15				f 9.01		925.9	FALFA 3.1	101.0			f 6.22					3.25	11.50
66 P House 16			9.45		1.15				s 9.08		929.0	TO CHANDLER 1.6	97.9			s 6.17					3.10	11.40
			9.55		1.20PM				f 9.11		930.6	POZO JCT. 3.7	96.3			f 6.10					2.20PM	11.00
69 P House 37			10.10						f 9.16		934.3	SERAPE 4.7	92.6			f 6.04						10.50
69 P			10.35						f 9.23		939.0	SANTAN 4.2	87.9			f 5.57						10.35
70 P Spur 20			11.10						f 9.30		943.2	SACATON 4.9	83.7			f 5.50						10.10
38 P			11.30						f 9.38		948.1	OLBERG 5.1	78.8			f 5.42						9.45
76 P			11.50PM						f 9.46		953.2	BLACKWATER 5.0	73.7			f 5.34						9.25
127 YPW			12.05AM						f 9.53		958.2	POSTON 3.8	68.7			f 5.27						9.00
70 P House 20			12.20						f 10.00		962.0	COOLIDGE 4.4	64.9			f 5.20						8.40
37 P			12.50						f 10.08		966.4	RANDOLPH 5.0	60.5			f 5.12						8.20
69 P House 19			1.05						f 10.15		971.4	TOPAZ 4.0	55.5			f 5.05						7.55
									f		975.4	PEAK (No Siding) 5.1	51.5			f						
71 YPWF			1.30AM						10.30AM		980.5	TO-R PICACHO	46.4			4.50PM						7.30PM
												(74.5)										
		Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily
		(1.35) 18.20	(6.15) 11.92	(2.10) 7.75	(6.50) 7.38	(0.27) 20.22	(0.27) 20.22	(0.48) 22.13	(2.15) 33.11	(0.27) 20.22		..............Total Time.............. ....Average Speed Per Hour.........		(0.27) 20.22	(0.27) 20.22	(2.25) 30.82	(0.54) 19.67	(0.30) 18.20	(0.54) 10.11	(1.43) 10.31	(3.15) 7.56	(7.30) 9.93

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 32 is superior to No. 31.

Except No. 38 is superior to No. 37.

Initial switch east end Poston, 250 feet east of water column.

PHOENIX SUBDIVISION—CHRISTMAS BRANCH

Car capacity of sidings	EASTWARD SECOND CLASS			EASTWARD FIRST CLASS	Distance from San Francisco		Time Table No. 9 2 November 14, 1926	Distance from Christmas	WESTWARD FIRST CLASS	WESTWARD THIRD CLASS	
	136	128	132	36					35	131	127
	Local Freight	Local Freight	Mixed	Passenger					Passenger	Mixed	Local Freight
	Leave Tues. Thurs. Sat.	Leave Mon. Wed. Fri.	Leave Tues. Thurs' Sat.	Leave Daily Ex. Sunday	..		STATIONS		Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Tues. Thurs. Sat.
P		1.40PM		9.33AM	923.7	R	McQUEEN 3.1	86.7	s 4.51PM		1.52PM
46 House 27		2.00		s 9.41	926.8	TO	GILBERT 5.1	83.6	s 4.43		1.45
27 P		2.20		f 9.56	931.9		HIGLEY 3.5	78.5	f 4.30		1.10
10		2.35		f 10.04	935.4		GERMANN 2.5	75.0	f 4.22		1.00
8				f	937.9		RITTENHOUSE (Spur) 3.5	72.5	f		
55 PW		2.55		f 10.16	941.4		QUEEN CREEK 8.3	69.0	f 4.10		12.45
47		**3.53**		s 10.34	949.7	TO	MAGMA 6.7	60.7	s **3.53**		12.15PM
P		4.15		f 10.46	956.4	R	FLORENCE JCT. 2.4	54.0	f 3.35		11.10AM
28 PW House 17		4.40		s **10.57**	958.8	TO	FLORENCE 0.7	51.6	s 3.30		**10.57**
6					959.5		STANCO (Spur) 2.1	50.9			
2		4.50		f 11.05	961.6		BARR (Spur) 5.1	48.8	f 3.12		10.25
9		5.05		f 11.15	966.7		MUNN (Spur) 1.5	43.7	f 3.01		10.10
7				f	968.2		DIVERSION (Spur) 0.6	42.2	f		
27		5.10		f 11.20	968.8		PRICE 6.2	41.6	f 2.56		10.00
27 P		5.30		f 11.37	975.0		COCHRAN 4.5	35.4	f 2.40		9.40
12		5.45		f 11.48	979.5		BUTTES (Spur) 3.4	30.9	f 2.28		9.25
26 P		6.00		f 11.57AM	982.9		ZELLWEGER 1.4	27.5	f 2.19		9.15
3		6.05		f 12.01PM	984.3		WOOLEY (Spur) 3.3	26.1	f 2.14		9.10
Yard PW		6.45		s 12.20	987.6	TO-R	RAY JUNCTION 1.2	22.8	s 2.06		9.00
2				f	988.8		ERMAN (Spur) 5.9	21.6	f		
32 P		7.05		f 12.35	994.7		BRANAMAN 4.2	15.7	f 1.46		8.25
Y		7.15		12.50	998.9		BURNS WYE 0.7	11.5	1.35		8.10
36		7.25		f 12.53	999.6		BURNS 0.4	10.8	f 1.33		8.05
Yard KWFPO	6.00AM	7.30PM		s 1.00	1000.0	TO-R	HAYDEN JCT 2.1	10.4	s 1.30		8.00
17 P 13	6.10			s 1.10	1002.1	TO	HAYDEN 1.4	8.3	s 1.25		7.45
15 P	6.20AM		6.30AM	s 1.15PM	1003.5	TO-R	WINKELMAN 1.2	6.9	1.20PM	s 7.30AM	7.35AM
6					1004.7		ROCK QUARRY (Spur) 2.3	5.7			
4			f		1007.0		FINNEY (Spur) 3.4	3.4		f	
43			s 7.02AM		1010.4		CHRISTMAS	0.0		7.07AM	
	Arrive Tues. Thurs. Sat.	Arrive Mon. Wed. Fri.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday			(86.7)		Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.	Leave Tues. Thurs. Sat.
	(0.20) 10.50	(5.50) 13.08	(0.32) 12.94	(3.42) 21.57			....Total Time.... ....Average speed per hour....		(3.31) 22.70	(0.23) 18.00	(6.17) 13.80

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 36 is superior to No. 35.

EASTWARD — PHOENIX SUBDIVISION—MARICOPA BRANCH — WESTWARD

Car capacity of sidings	SECOND CLASS	FIRST CLASS			Distance from San Francisco via Phoenix		Time Table No. 92 November 14, 1926	Distance from Maricopa	FIRST CLASS			THIRD CLASS
	130	38	34	32					31	33	37	129
	Local Freight	Passenger	Phoenix Tucson Passenger	Passenger					Passenger	Tucson Phoenix Passenger	Passenger	Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P	9.15 PM	9.47 PM	7.02 PM	4.47 AM	915.1		TEMPE JCT. 2.4	25.8	7.23 AM	10.40 PM	12.08 AM	3.06 AM
21	9.25	f 9.52	f 7.07	f 4.52	917.5		PETERSON 2.4	23.4	f 7.18	f 10.35	f 12.03 AM	3.01
53	9.35	f 9.58	f 7.13	f 4.58	919.9		HELENA 3.4	21.0	f 7.12	f 10.30	f 11.57 PM	2.55
PY	9.50	f 10.05	f 7.19	f 5.04	923.3		WEST CHANDLER 5.0	17.6	f 7.05	f 10.24	f 11.50	2.45
58	**10.15**	f **10.15**	f 7.29	f 5.14	928.3		ALICIA 3.2	12.6	f 6.56	f **10.15**	f 11.41	2.15
4					931.5		RIVERA (Spur) 1.6	9.4				
22 P	10.40	f 10.22	f 7.38	f 5.23	933.1		SACATE 7.8	7.8	f 6.47	f 10.00	f 11.32	2.00
Yard KWYPO	11.05 PM	s 10.40 PM	s 7.55 PM	s 5.40 AM	940.9	TO-R	MARICOPA	0.0	6.30 AM	9.45 PM	11.15 PM	1.30 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(25.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.50)	(0.53)	(0.53)	(0.53)			Total Time		(0.53)	(0.55)	(0.53)	(1.36)
	14.01	29.21	29.21	29.21			Average speed per hour		29.21	28.15	29.21	.13

Westward trains are superior to trains of the same class in the opposite direction:

Except No. 32 is superior to No. 31.
No. 38 is superior to No. 37.

PHOENIX SUBDIVISION

LITCHFIELD BRANCH

EASTWARD — **WESTWARD**

Car capacity of sidings	Distance from San Francisco	Time Table No. 92 November 14, 1926 STATIONS	Distance from Litchfield
64 YP House 32	889.7	AVONDALE	5.3
		3.8	
	893.5	BARN (No siding)	1.5
		1.5	
20	895.0	LITCHFIELD (Spur)	0.0
		(5.3)	

TEMPE BRANCH

EASTWARD — **WESTWARD**

Car Capacity of Sidings	Distance from San Francisco		Time Table No. 92 November 14, 1926 STATIONS	Distance from Normal Jct.
Yard WYPOK	914.2	TO-R	TEMPE	2.3
			1.1	
	915.3		P. & E. JCT.	1.2
			1.2	
	916.5		NORMAL JCT.	0.0
			(2.3)	

MESA BRANCH

EASTWARD — **WESTWARD**

Car capacity of sidings	Distance from San Francisco		Time Table No. 92 November 14, 1926 STATIONS	Distance from Mesa
	915.3		P. & E. JCT.	7.5
			0.6	
15	915.9		CREAMERY	6.9
			5.1	
31 31	921.0		NORTH MESA	1.8
			1.8	
Yard WY	922.8	TO	MESA	0.0
			(7.5)	

CASABA BRANCH

EASTWARD — **WESTWARD**

Car capacity of sidings		SECOND CLASS 126 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 92 November 14, 1926 STATIONS	Distance from Casaba	THIRD CLASS 125 Local Freight Arrive Daily Ex. Sunday
		1.20PM	930.6	POZO JCT.	4.6	2.20PM
				0.8		
15		1.25	931.4	POZO (Spur)	3.8	2.15
				2.5		
13		1.35	933.9	NARANJA (Spur)	1.3	2.05
				0.3		
27 Spur	18	1.40	934.2	GOODYEAR	1.0	2.00
				1.0		
16	Y	1.45PM	935.2	CASABA (Spur)	0.0	1.50PM
		Arrive Daily Ex. Sunday		(4.6)		Leave Daily Ex. Sunday
		(0.25)		Total Time		(0.30)
		11.04		Average speed per hour		9.20

FLORENCE BRANCH

EASTWARD — **WESTWARD**

Car Capacity of Sidings		Distance from San Francisco		Time Table No. 92 November 14, 1926 STATIONS	Distance from Poston
		956.4	R	FLORENCE JCT.	6.1
				2.7	
3		959.1		PARSONS (Spur)	3.4
				3.4	
127	WYP	962.5		POSTON	0.0
				(6.1)	

Westward trains are superior to trains of the same class in the opposite direction.

GILA SUBDIVISION—NOGALES BRANCH

EASTWARD									WESTWARD		
Car capacity of sidings		SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 92 November 14, 1926	Distance from Nogales	FIRST CLASS	THIRD CLASS	
		168	482	122					121	167	481
		Mixed	Local Freight	Mexican Express					Mexican Express	Mixed	Local Freight
		Leave Tues., Thurs. Sat.	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday
Yard WFCTOP YBK			7.30AM	9.00AM	983.9	TO-R	TUCSON 0.8	66.3	s 3.00PM		3.30PM
					984.7		T. & N. R. R. JCT. 2.2	65.5			
			7.45	9.10	986.9		SOUTH LINE CROSSING 3.0	63.3	2.46		3.05
60			7.55	f 9.18	989.9		AGUIRRE 3.9	60.3	f 2.40		2.55
60			8.05	f 9.25	993.8		XAVIER 4.8	56.4	f 2.33		2.45
60			8.15	f 9.33	998.6		FELIX 3.8	51.6	f 2.25		2.35
120 House	W 32		8.30	s 9.40	1002.4		SAHUARITA 4.6	47.8	s 2.18		2.25
62			8.40	f 9.49	1007.0		HARTT 3.4	43.2	f 2.09		2.09
13			8.50	s 9.55	1010.4		CONTINENTAL 1.7	39.8	s 2.03		1.50
63 House	31		9.00	f 9.59	1012.1		MORALES 1.5	38.1	f 1.59		1.45
				f	1013.6		HACKETT (Spur) 2.7	36.6	f		
62 House	41		9.10	f 10.07	1016.3		CANOA 2.2	33.9	f 1.52		1.35
				f	1018.5		SOPRI (No Siding) 2.6	31.7	f		
62	P		9.25	s 10.16	1021.1	TO	AMADO 4.5	29.1	s 1.43		1.25
61			9.35	f 10.25	1025.6		CHAVEZ 2.5	24.6	f 1.34		1.15
3				f	1028.1		SOTOS CROSSING (Spur) 1.5	22.1	f		
61 House	W 32		9.50	f 10.33	1029.6		TUBAC 4.6	20.6	f 1.27		1.05
62 House	31		10.00	f 10.42	1034.2		OTERO 3.2	16.0	f 1.18		12.55
62 House	33		10.10	f 10.48	1037.4		SILVA 2.7	12.8	f 1.12		12.45
	PY	7.55PM	10.20	s 10.55	1040.1	R	CALABASAS 2.8	10.1	s 1.06	s 9.40AM	12.37
6				f	1113.8		PLOMO 1.7	7.3	f		
				f	1115.5		SAXTON (No Siding) 5.6	5.6	f		
Yard WFCTO PBK		s 8.20PM	11.00AM	s 11.20AM	1121.1	TO-R	NOGALES	0.0	12.40PM	9.15AM	12.05PM
		Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday	Arrive Daily			(66.3)		Leave Daily	Leave Mon., Wed. Fri.	Leave Daily Ex. Sunday
		(0.25)	(3.30)	(2.20)			Total Time		(2.20)	(0.25)	(3.25)
		24.24	18.94	28.41			Average speed per hour		28.41	24.24	19.40

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 122 is superior to No. 121.

Mile posts between Calabasas and Nogales are numbered in accord with distance via Benson-Calabasas Line.

Trains and engines must move on Nogales Branch main track, between South Line Crossing and North Yard, Tucson, including both legs of the wye, with caution, expecting to find main track occupied without flag protection.

GILA SUBDIVISION

SOUTH LINE

EASTWARD				WESTWARD
Car Capacity of Sidings		Distance from San Francisco	Time Table No. 92 November 14, 1926	Distance from El Paso
			STATIONS	
P		982.8	SOUTH LINE JCT. 1.7	341.9
PCW Yard		984.5	SOUTH YARD 2.0	340.2
P		986.5	SOUTH LINE CROSSING 2.0	338.2
P	85	988.5	ALDONA 1.9	336.2
P		990.4	SOUTH YARD JCT.	334.3
			(7.6)	

The left hand track, from South Line Junction to South Yard will be used as the main lead in BOTH DIRECTIONS between South Line Junction and South Yard.

Trains and engines must move between South Yard Jct. and South Line Jct., which is all within Tucson yard limits, with caution expecting to find main track occupied without flag protection.

SPECIAL INSTRUCTIONS

"SAFETY FIRST"

SPECIAL INSTRUCTIONS: "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, San Francisco, 65 Market Street, Supervisor of Time Service.

Tucson	F. E. Adams G. F. Van Sickle
Yuma	Wm. Baird
Nogales	E. M. Mather
Phoenix	C. A. Sheldon

RULE 6 (A). Fuel oil stations will be designated with letter "F", coaling stations with letter "C," both oil and coal "FC."

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running, if displayed beyond the first rail of an adjoining main track.

RULE 14. At junction points when recalling flagman on diverging route use:

Four (4) long and one (1) short blast of steam whistle to recall flagman from the west.

Five (5) long and one (1) short blast of steam whistle to recall flagman from the east.

At Wellton and Picacho the Phoenix Line is diverging route.

RULE 14 (L). Repeat signal so that last blast ends as engine reaches crossings at all outlying public highway grade crossings by all trains, and in the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates, and when train is not required to stop, nor restricted by ordinance to run at slow speed.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated, will register:

Maricopa.—Trains originating and terminating.

Tempe Jct.—Trains 35-36, 125-126, 127-128, 433-434.

McQueen.—Trains 1 and 2 will not register.

Wellton and Picacho-Phoenix subdivision trains.

Engineers of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with roundhouse crew dispatcher who will deliver promptly to telegraph office and operator will report information from this form to proper register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix—(Yard office 13th St.), First class trains.

Picacho—Trains 1 and 2.

Wellton—Trains 1 and 2.

RULE 83 (D). Trains must obtain a clearance card before leaving Maricopa, Tempe and Buckeye, when such stations are open train-order offices.

Phoenix—Train-order office at yard office, 13th St.

Eastward first class trains may move from Union Station to yard office without clearance card.

RULE 93. Yard limits—Are defined by yard limit signs at the following stations: Yuma, Wellton, Gila, Maricopa, Poston, Picacho, Tucson, Nogales, Phoenix, Tempe, Mesa, Florence, Ray Jct., Hayden Jct.

RULE 97 (A). On double track trains may run extra, moving with the current of traffic, without running orders between Tucson and Stockham.

RULE 98. Railroad crossings and junctions not interlocked:

Tucson—All trains and engines stop before passing over railroad crossing of T. & N. Line and South Line tracks.

Phoenix—All trains and engines stop before crossing tail of A. T. & S. F. wye near mile post 905.5, between 9th and 11th Avenues.

After stopping at both of these crossings, if route known to be clear, proceed not exceeding 8 miles per hour, complying with Rule 14-B.

Normal position of switches at the end of double track and at junctions will be as follows:

Tucson—T. & N. R. R. Jct.—For east leg of wye leading to freight yard.
Stockham—Eastward track.
Picacho—Gila line.
Poston—Phoenix line.
Florence Junction—Christmas line.
Pozo Junction—Phoenix line.
McQueen—Phoenix line.
Normal Junction—Movement via Tempe Junction.
Tempe Junction—Movements via Normal Junction.
Tempe—Maricopa-Phoenix line.
Phoenix—Westward track (East end double).
Phoenix—Eastward track (West end double).
Wellton—Eastward track. (Gila line).
Dome—Westward track.
East Yard—Eastward track.
Yuma—Eastward track. (At west end of gauntlet on Colorado River Bridge.)

RULE 151 (D). Between telegraph office located at double cross-over Polvo and puzzle switch located opposite yard office Tucson, trains must keep to the left.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

The Rules and Regulations of the Transportation Department, issued January 1, 1923, are amended as follows:

Form E, Example 4 (Page 54), is modified to the extent that an extra train may be run late as per Examples 5 and 6 of Form E, rules under these examples applying the same as if it were a regular train.

It will be understood that no other movements are to be made in the same order and that the stations and time at each must be written in column formation.

RULE 516. Overlap located at:

McQueen	Eastward trains.

This is overlap on signal 9218.

Overlap posts are painted white at the top and black at the base and are about six feet high.

RULE 672. To distinguish there will be a prefix "S" on number plate.

RULE 820. Enginemen who have had less than 610 days actual experience as enginemen in freight service and less than 60 days experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to the train, the experienced men to handle the leading engine.

RULE 867. Westward freight trains stop ten minutes at Bosque. Eastward freight trains five minutes at Enid, if stop at Mobile, inspection may be made there.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 875. Running air brake test must be made as follows: Eastward and westward at Mohawk, westward at Estrella.

RULE 876. Standing air brake test must be made by westward freight and mixed trains at Estrella.

AUTOMATIC SIGNALS

Westward trains except first class, must not pass cross-over switch near automatic block signal 9851 east end Tucson yard without proceed signal from yardman.

Automatic block signal 9846 Nogales Branch near T. & N. R. R. Junction Tucson will only indicate "proceed" when switches are lined up for movement from Nogales Branch to westward main.

INTERLOCKING

Sixth Avenue, Tucson.

Normal position of derailing switch in westward main track on west side of 6th Avenue, is to derail.

Movements governed as follows:

Eastward main track to passenger yard by top arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Eastward main track to freight yard by lower arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Passenger yard to westward main track by top arm of double arm dwarf signal located 6th Avenue.

Passenger yard to eastward main track by lower arm of double arm dwarf signal located 6th Avenue.

Freight yard to westward main track also to eastward main track through cross-over by dwarf signal located east of derail.

Westward main track to freight yard also to passenger yard through cross-over by dwarf signal located opposite double arm dwarf signal 600 feet west 6th Avenue.

Limits extend from single arm dwarf at derail on westward track to signal 9835 and from 2-arm arm dwarf signal on eastward track opposite signal 9835, 500 feet to 2-arm dwarf signal.

Hand signals permitted by Rule 628 may be given from tower window.

STOCKHAM

Switch at end of double track, and two cross-over switches 4,000 feet east of telegraph office are electrically controlled, and operated from telegraph office. When interlocking signal 9818 is at stop be governed by Rule 509.

Limits on double track extend from three-arm signal 3750 feet east of telegraph office to three-arm signal 250 feet west of telegraph office.

WELLTON

The two cross-over switches 4,000 feet east and the two cross-over switches 400 feet west of station are electrically controlled and operated from telegraph office.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by operator.

On eastward distant signal mast at west end, there is a two-light signal indicator. Upper light lettered "M" when illuminated, indicates to proceed on eastward main track. Lower light lettered "S" indicates to take siding at west switch.

When interlocking signals S7697 or S7699 are at stop be governed by Rule 509.

Dwarf signals are only colored light signals.

Limits on double track extend from 2-arm signal on Gila Line and 2-arm signal on Phoenix Line 4000 feet east of telegraph office to one-arm signal on westward track 250 feet west of telegraph office and to 2-arm signal on eastward track 1000 feet west of telegraph office.

EAST YARD

Switch at end of double track electrically controlled and operated from telegraph office.

Limits extend from 3-arm signal 600 feet east of telegraph office to dwarf signal on westward track and to one-arm signal on eastward track 50 feet west of telegraph office.

WHISTLE SIGNALS AS FOLLOWS:

Against current of traffic one long one short (——o.)

For diverging route one short one long and one short (0——0).

Movements against current of traffic or on diverging route beyond limits of interlocking plant must be made only by train order authority or under the provisions of Rule 99.

MISCELLANEOUS

1. On freight trains, retainers will be used on grades in accordance with Rules Nos. 55 and 56, of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1926," as follows:

Estrella to Gila:

Trains of less than 100 M's per operative brake, when necessary in judgment of Conductor and Engineer of train.

Trains of more than 100 M's per operative brake, use 10 to 15 retainers solid on head end.

Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

2. Trains and engines must run with caution a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson.

3. Trains using sidings at Sentinel will be governed as follows: Westward trains except first-class, use east siding; westward first-class and eastward trains use west siding.

4. Trains using sidings at Mohawk will be governed as follows: Eastward trains use house track, track No. 2, and westward trains the siding, track No. 1.

5. When trains leave stretches of continuously block-signaled track, fusee will be left near the last signal, as it is possible a train is following less than ten (10) minutes. Conductor and enginemen having knowledge from any source whatsoever that the preceding train is less than ten (10) minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with Rule 91.

6. Water track Maricopa must be kept clear for use of first class trains.

7. Enginemen or other train service employes noting appearance of broken rail or angle bar will stop train and determine nature of defect; and in case of broken rail or angle bar a brakeman must be left to afford proper protection until relieved.

8. Wooden underframe flat cars must be placed next to caboose and not between loads.

9. When necessary to handle passenger equipment in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

10. Helpers will couple ahead of twenty-five percent of tonnage of train; or if all head end cars, just ahead of caboose; or if steel frame caboose, to rear of caboose.

Helper must not couple to, or uncouple from train, while train is in motion.

11. Trains and yard engines, except yard engines making up trains, entering the Tucson Passenger Station Yard from T. & N. Line must stop at car shed, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the puzzle switch located opposite yard office, without a proceed signal from yardman.

12. Not less than 15 hand brakes on west end and 10 hand brakes on east end must be set on all freight trains arriving North Yard, Tucson. These brakes must be set with assistance of brake club after train has stopped in yard. Brakes will be set commencing at the west and east ends of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are as many others set to replace them.

Two hand brakes must be set on the head and two on rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

Train and yardmen set sufficient hand brakes on head and rear end trains and drafts of cars, all yards Tucson Division, to insure standing and safety of such drafts within any portion of yard.

13. Train and yardmen will use tail hose on all work trains backing between stations and over street crossings within the City Limits, and on other train and yard back-up movements through or between North and South yards Tucson, or Nogales Branch.

14. Freight trains must not back out Tucson Yard without a signal from herder at east end of yard.

15. Trains and engines must be preceded by flagman before crossing Congress St., South Yard, Tucson.

16. Train and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

17. At Dome, when telegraphers are on duty, they will handle switches at west end of double track.

18. When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

19. Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not clear, be governed by Rule 509.

20. Engine crews, using coal-burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all coal chutes, which are constructed of wood, engines must be moved a safe distance before dumping cinders, to prevent fire.

21. Employees must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

22. Passenger trains helping freight trains to avoid doubling of freight trains or to place freight trains on siding, must uncouple passenger engine from passenger equipment, before starting movement.

23. Siding capacity, in car lengths is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 45 feet (basic length of box car).

24. At Maricopa, while switching on north side between freight house and water tank, man will ride head car in the day time, and walk ahead of car at night to prevent accidents to passengers who are crossing tracks between depot and hotel. Speed must be reduced so that train can be stopped in time to avoid accidents.

PHOENIX SUBDIVISION

25. Entrance to R. C. C. Co. plant, Hayden, protected by gates which are closed and locked at night, which must be kept closed and locked.

26. Entrance to Arizona Packing Co. plant, Cactus, protected by gates, which must be kept closed and locked.

27. Winkelman switch east of Hayden Junction must be left set for the R. C. C. Co.'s track leading to Hayden Mill. During the hours that train order signal at Hayden Junction indicates operator on duty, westward trains will not enter main track until they have called for the train order signal, by whistle signal "14, (j)" and the signal has been placed in proceed position. When train order signal indicates closed train order office, westward trains will not occupy track between Hayden Junction switch and Winkelman switch R. C. C. Co. track, except under provisions of Rule 99.

Westward trains moving between Hayden and Hayden Junction on Winkelman main line and R. & G. V. Railroad stop before fouling the adjacent track. Stops boards east of the clearance point on each track.

28. Double track extends through Phoenix yard from a point 300 feet east of 13th Street to 3rd Avenue near Union Station.

29. Wye at Hassayampa located on north side and 1¼ mile east of station.

30. Trains and engines must be preceded by flagman before crossing State Highway, Tempe, on old main track 400 feet east of wye switch.

31. Trains operating between Tempe and Normal Junction, in either direction, will use the route via Tempe Junction.

32. Trains or engines not use track between Tempe and Normal Junction via P. & E. Junction, M. & P. track between P. & E. Junction and Mesa, A. & E. track between Kendall and Phoenix yard limit board without train order.

33. Trains from the Christmas Branch destined Maricopa should operate via P. & E. Junction with train order authority.

34. Eastward trains may use westward track between east switch old yard Phoenix to beginning of double track under flag protection.

35. Clearance point on the west leg of the wye at Burns is 348 feet east of switch point, standard clearance sign at that point.

CITY ORDINANCES

(Speed shown in speed restrictions.)

YUMA—Crossings must not be blocked over 5 minutes. Engine must be attached to all cars handled over crossings.

PHOENIX—Crossings must not be blocked over 5 minutes.

TUCSON—Crossings must not be blocked over 5 minutes.

DERAILERS IN MAIN TRACK

Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Westward trains must stop and examine this switch before using it. After any train has used this switch it must be set and locked for derail. No train must pass over it at a speed to exceed 6 miles per hour.

Derailing switch 250 feet east of west switch Christmas.

Derailing switch 400 feet west of cattle guard 55A Litchfield Branch.

TELEGRAPHONE CALLS

Phoenix Subdivision

West Chandler, Section House: ——— ——— ——— ——— ———.
Sacate: ——— ——— ———.
Ray Junction: ———.
Hayden Junction: 0 ——— ———.
Winkelman: ——— ——— o o o.

The emergency call to be used by trainmen will be a succession of short rings.

Following tracks not to be used by 3200, 3600, 3700 or 4300 class engines:

Araby	Spur.
Wellton	Spur.
Pembroke	Spur.
Mohawk	West Spur.
Stoval	Spur.
Aztec	House.
Stanwix	Spur.
Sentinel	House.
	Pump Spur.
Tartron	Spur.
Gila	No. 3—West Yard.
	Corral.
Maricopa	North House.
	No. 4.
	No. 5.
	South Leg Wye.
Casa Grande	Stock.
	Cotton Gin Spur.
Eloy	Lettuce Spur.

Following tracks not to be used by above class engines nor by Consolidation or Atlantic type engines:

South track (formerly M. & P.) between Kendall and River track west of Salt River Bridge. (Nor by 1800 class.)

Tempe: Rock Quarry, Gravel Pit, Valley Mill and Pumping Plant spurs.

Track east of Tempe to old Santa Fe Bridge.

Mesa Branch between Mesa Milling Company spur and Creamery. (Nor by 1800 class.)

Mesa	Drew and Government spurs.
Magma	Spur.
Munn	Spur
Buttes	Spur
Finney	Spur
Chandler Branch	Between Pozo and Casaba (Nor by 1800 class.)
Hansen Branch	
Sacate	Wood spur

Heavier than 1800 class engines must not be used on West Chandler wye and Stock Corrals, or Litchfield Branch.

Falfa Siding to be used only by 1600, 2100, 2200 or 2900 class engines.

Heavier than 3200 class engines must not be used between Winkelman and Christmas, or use sidings between Maricopa and Tempe Junction.

Engines must not use:

Spurs Florence, Burns, Sacate.
Elevated trestle north of Mesa used by electric light plant for unloading.
Spur Picacho and Wood Spur Maricopa beyond stop boards.
Arizona Southern tracks, including wye, at Red Rock.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Light Engines Run'ing Forward	Light Engines Run'ing Backward
......	Through interlocking limits with caution				
......	Through crossovers, turnouts, except East Yard, Dome, and 2 east crossovers Wellton	8	8	8	8
2-3	Yuma, Street Crossings	5	5	5	5
2-3	M. P. 734.2 and 734.8	35	25	25	15
2-3	East Yard, Dome, and 2 east crossovers Wellton	20	20	20	10
2-3	M. P. 749 and 752	30	20	25	10
2-3	Bridge 754F and 755A	30	20	25	10
2-3	M. P. 792.8 and Bridge 794A	30	20	25	10
2-3	1400 feet east and 2200 feet east M. P. 824	30	20	25	10
4-5	700 feet west of M. P. 868 and Bridge 875A	30	20	25	10
	Phoenix Subdivision				
8	McQueen and Price	40	30	30	20
8	Second curve east of Magma	35	25	25	15
8	Second curve east of Florence	40	30	30	20
8	940 feet west of M. P. 965 and 965.5	30	20	20	15
8	Price and Christmas	30	25	25	15
8	Second curve west of Tunnel No. 1 between Price and Cochran	15	15	15	10
8	Curve at M. P. 975	15	15	15	10
8	Curve 860 feet east of M. P. 977	25	20	20	15
8	Curve 2140 feet east of M. P. 981	15	15	15	10
8	Curve at M. P. 982	25	20	20	15
8	Curve 1440 feet west of M. P. 983	25	20	20	15
8	First curve east of Zellweger	25	20	20	15
8	Second curve east of Gila River Bridge (between Wooley and Ray Jct.)	25	20	20	15
8	Curve at M. P. 987	25	20	20	15
8	Second curve west of Mineral Creek Bridge	25	20	20	15
8	First curve east of Mineral Creek Bridge	25	20	20	15
8	Hayden Jct. yard and R. C. C. Co. tracks	15	15	15	10
8	Hayden Jct. and R. C. C. Co. Mill, Hayden		12	12	12
	Mogul			45	20
	Mikado			40	20
	Mountain			50	20
	Consolidation—Class C-5, C-8, C-9, C-10, C-18 and C-19			40	20
	Consolidation—Class C-20, C-21, C-22 and C-23			35	20
	2-10-2 Type			35	20
9	Tempe Jct. and Maricopa	45	30	30	20
10	Avondale and Litchfield	20	20	20	10
7-10	Tempe Street Crossings	10	10	10	10
7	Kendall and Phoenix Yard Limits (A. & E. track)	35	25	25	15
7	Kendall and Salt River Bridge, south track	6	6	6	6
7	First curve west Salt River Bridge	15	15	15	10
10	Mesa and P. & E. Jct. via North Mesa	15	15	15	10
10	Curve one mile east P. & E. Jct.	35	25	25	15
7	First curve east of Mesa	10	10	10	5
10	Pozo Jct. and Casaba	25	20	20	10
11	Tucson and Nogales	40	30	30	15
	All Yards, except	10	10	10	10
	Corporate limits Nogales	6	6	6	6

SPEED RESTRICTIONS—Continued

	M. P. H.
2-10-2 Class in passenger service as follows:	
(a) On Tangent track	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2—3653 and higher in other service 30 miles per hour on tangent track and curves of less than 6 degrees and 20 miles per hour on curves of 6 degrees and over.	
2900 class, 4200 class—in passenger service	40
4000 class—in passenger service	35
Freight consolidation and Mikado—in passenger service	45
Mk-4 class passenger service	35
Mk-4 class freight service	25
Mk-4 class backing with train between Hayden Jct. and Ray Jct.	20
Moving cars ahead of engine	20
Mikado engines between Winkelman and Christmas	20
Yard engines	20
Engines backing coupled in trains or light on main track	25
Same on Branches	20
Engines with broken spring hangers	25
Trains handling relief outfit, except	25
Curves 4 degrees or over	15

Six-degree curves or over are located between Blaisdell and Dome, Mohawk and Kim, Bosque and 1 mile east Ocapos.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note:—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

AVERAGE WEIGHTS OF PASSENGER CARS

Kind of Car	Average Weights—Pounds Wood	Steel	Steel Underframe
Baggage	75,800	96,200	
" (Dynamo)		101,400	
" and Mail—69′	78,800	124,900	86,100
" " " —60′		97,800	
" " Passenger	66,800		
Club		135,300	121,400
" (Dynamo)		145,700	
Business	114,200	178,500	141,600
Chair	84,300	99,200	
Coaches	75,300	101,200	
Dining	130,600	150,400	143,400
Horse Express	96,200		
Observation	121,700		128,100
Postal—60′		113,800	
" —40′		71,800	
Tea and Silk	48,000		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Description	
	Main Line	
733.0	Yuma, ice platform	Side.
755.2	Granite Spur, chute on crusher track will not clear car higher than ballast car	
937.5	Picacho, water tank spout	Overhead and Side
966.9	Rillito, water tank spout	Overhead and Side
984.2	Tucson, ice platform	Side
	Tucson-Nogales Line	
1029.6	Tubac, water tank spout	Overhead and Side
1121.1	Nogales, ice platform	Side
	Phoenix Subdivision	
867.6	Hassayampa, Gin Spur	Overhead and Side
906.0	Phoenix, sump track at oil tank	South Side
914.2	Tempe Gravel Pit	Overhead and Side
914.2	Tempe Pit, water and valve connection under iron span .... P&E bridge	Side
921.6	Mesa, Arizona Cotton Co. Spur and Drew's Spur	Overhead
921.6	Mesa, warehouse Texas Oil Co. Spur	Side
934.2	Goodyear, Gin Spur	Overhead and Side
958.8	Florence, water tank spout	Overhead and Side
973.1	Cliffs, east of Mile Post 973	North Side
973.3	Tunnel Number One	Overhead and Side
988.7	Ray Junction, water tank spout	Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Yuma to Gila	1.00	10.	1.40
Gila to Tucson	1.00	7.50	1.30
Tucson to Nogales	1.00	8.	1.32
Tucson to Gila	0.90	7.50	1.20
Gila to Yuma	1.00	10.	1.40
Nogales to Tucson	0.50	8.	0.82
Wellton to Phoenix	1.00	4.00	0.40
Phoenix to Wellton	1.00	4.00	0.40
Phoenix to Tempe	0.50	8.	0.82
Tempe to Phoenix	0.50	8.	0.82
Tempe to Maricopa	0.50	4.	0.66
Maricopa to Tempe	0.40	4.	0.56
Tempe to Florence	0.50	10.50	0.92
Florence to Tempe	0.50	10.50	0.92
Florence to Christmas	1.70	12.	2.18
Christmas to Florence	0.50	12.	1.98
McQueen to Picacho	0.50	3.	0.30
Picacho to McQueen	0.50	3.	0.45
Tempe to P. & E. Jct.	1.50	10.50	1.50
P. & E. Jct. to Tempe	1.50	10.50	1.50
Pozo Jct. to Casaba	0.00	3.	0.00
Casaba to Pozo Jct.	0.20	3.	0.30

SPECIAL INSTRUCTIONS—Concluded.

RATING OF LOCOMOTIVES—TUCSON DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson	Tucson to Yuma	Tucson to Nogales	Nogales to Tucson	Maricopa to Phoenix	Tempe to Maricopa	Phoenix to Tempe	Tempe to Christmas	Christmas to Phoenix	McQueen and Casaba	Phoenix and Hassayampa
				Helper	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1671, 1697	180	3050	2920			4120	3780	3015	3140	3770	3015	3015
M- 4	M-63 20/28 128-S	1624, 1660	180											
M- 4	M-63 20/28 128-S	1643, 1713	190											
M- 9	M-63 21/28 150-S	1828 to 1830	200	3740	3590			4580	4500	3500	3655	4390	3500	3500
M-11	M-63 21/28 153-S	1831												
M-11	M-63 22/28 153-S	1832 to 1835												
M-11	M-63 22/28 150	1836												
T- 2	T-63 19/24 105	2221 to 2234	160	1950	1880	900	1905							
T-31	T-63 22/28 162-S	2353 to 2362	200	4110	3950	2500	3500							
T-32	T-69 23/28 174-S	2363 to 2370												
T-32	T-69 23/28 174-S	2371 to 2384	210	4350	4220	2650	3650							
P-1, 3	P-77 22/28 141-S	2400 to 2437	210	3440	3350	2100	2710							
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	210	4800	4600	3000	4135	6760	6380	4510	4700	5635		
C-9, 10	C-57 22/30 194-S	2513 to 2599, 2752 to 2836, 2839 to 2857												
C- 8	C-57 22/30 192-S	2698 to 2751												
C- 9	C-57 22/30 187	2513 to 2599, 2752 to 2830.	200	4270	4080									
C- 8	C-57 22/30 184	2698 to 2751												
C- 5	C-57 22/30 187-S	2624 to 2679	210	4830	4630									
C- 5	C-57 22/30 185-S	2680 to 2693												
C- 5	C-57 22/30 180	2624 to 2679	200	4300	4120	2500	3500							
C- 5	C-57 22/30 178	2680 to 2693												
TW- 3	TW-50 20/26 120	2932 to 2945	170	3040	2910	1400	2400							
A- 3	A-81 20/28 112-S	3025 to 3071	210	2650	2610	1850	2385							
A- 3	A-81 20/28 105	3025 to 3071	200	2410	2370	1750	2275	3270	3215	2500	2610	3135	2500	2500
A- 5	A-81 20/28 108-S	3072, 3074												
A- 5	A-81 21/28 108-S	3073												
Mk- 4	Mk-57 23¾/30 206-S	3237 to 3240	200	5340	5110			7400	7920	4930	5140	6170		
Mk-5, 6	Mk-63 26 /28 210-S	3241 to 3277	200	5600	5560			8100	8000	5400	5640	6770		
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700									
F- 3	F-63 29½/32 297-S	3653 to 3667	200	6390	7650									
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	6590	8080									
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768												
	Allowance for empty and underloaded cars	Less than 40 M's.		6	6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's.		3	3	3	3	3	3	3	3	3	3	3
				Helper 0.5 Yuma to Ivalon Helper 1.0 Gila to Estrella Except Classes F-1, Helper 0.7, F-3, 4, 5, Helper 0.6 Double Pembroke to Mohawk and Lava to Sentinel	Double Kim to Mohawk									

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"A"—Atlantic type
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific type
"F"—2-10-2

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57\frac{22}{30}187$$

SURGEONS

Location		Name	Title
San Francisco	Cal.	Dr. W. B. Coffey	Chief Surgeon
Yuma	Ariz.	Dr. J. A. Ketcherside	District Surgeon
Yuma	“	Dr. H. D. Ketcherside	District Surgeon
Yuma	“	Dr. E. G. Colby	Assistant District Surgoen
Gila	“	Dr. L. H. Richards	District Surgeon
Tempe	“	Dr. R. J. Stroud	District Surgeon
Phoenix	“	Dr. Geo. M. Brockway	District Surgeon
Phoenix	“	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix	“	Dr. J. E. Drane	Assistant District Surgeon
Phoenix	“	Dr. D. F. Harbridge	Oculist
Phoenix	“	Dr. W. A. Schwartz	Aurist
Phoenix	“	Dr. Win Wylie	Consulting Surgeon
Phoenix	“	Dr. W. O. Sweek	Consulting Surgeon
Litchfield	“	Dr. R. L. Penn	District Surgeon
Buckeye	“	Dr. G. C. Rubel	District Surgeon
Mesa	“	Dr. J. A. Ollerton	District Surgeon
Chandler	“	Dr. F. C. Jordan	District Surgeon
Sacaton	“	Dr. J H. Davis	Emergency Surgeon
Florence	“	Dr. G. E. Huffman	District Surgeon
Ray	“	Dr. C. E. Utzinger	District Surgeon
Hayden	“	Dr. F. R. Winslow	District Surgeon
Casa Grande	“	Dr. J. E. Redden	District Surgeon
Tucson	“	Dr. C. A. Thomas	Division Surgeon
Tucson	“	Dr. S. C. Davis	Division Surgeon
Tucson	“	Dr. J. B. Littlefield	Assistant Surgeon
Tucson	“	Dr. M. C. Comer	Oculist and Aurist
Tucson	“	Dr. T. H. Cates	Assistant Oculist and Aurist
Tucson	“	Dr. H. W. Fenner	Consulting Surgeon
Nogales	“	Dr. W. F. Chenoweth	District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals, St. Mary's Hospital	Tucson, Ariz.
St. Joseph's Hospital	Phoenix, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Tucson, Phoenix, Union Station and Round House, Tempe, Ray Jct.

MILEAGE

FIRST MAIN TRACK

Main Lines:			
Yuma to East of Tucson	S. P. R. R.	253.53	
Tucson to Tucson	E. P. & S. W. R. R.	4.46	
Wellton to Hassayampa	A. E. R. R.	96.67	
Hassayampa to Phoenix	A. E. R. R.	38.31	
At Phoenix	A. T. & S. F. Ry.	.38	
Phoenix to Kendall	A. E. R. R.	1.38	
Kendall to Tempe	P. & E. R. R.	6.35	
Tempe to Normal Jct. via Tempe Jct.	A. E. R. R.	3.34	
Normal Jct. to McQueen	P. & E. R. R.	6.75	
McQueen to Pozo Jct.	A. E. R. R.	7.11	
Pozo Jct. to Picacho	A. E. R. R.	48.97	
Total			467.25
Branches:			
At Tucson	S. P. R. R.	.70	
T. & N. R. R. Jct. to Calabasas	T. & N. R. R.	55.38	
Calabasas to Nogales	N. M. & A. R. R.	9.80	
Avondale to Litchfield	A. E. R. R.	4.92	
Tempe Jct. to Maricopa	A. E. R. R.	25.78	
West Chandler to Hansen	A. E. R. R.	2.16	
At Tempe	A. E. R. R.	.47	
At P. & E. Jct.	P. & E. R. R.	.62	
P. & E. Jct. to North Mesa	A. E. R. R.	7.25	
North Mesa to Mesa	P. & E. R. R.	.26	
Pozo Jct. to Casaba	A. E. R. R.	4.79	
Poston to Florence	A. E. R. R.	6.03	
McQueen to Erman	P. & E. R. R.	66.91	
Erman to Burns	A. E. R. R.	1.75	
Burns to Hayden Jct.	P. & E. R. R.	7.33	
Hayden Jct. to Hayden	A. E. R. R.	.36	
At Hayden	R. & G. V. R. R.	.32	
Hayden to Winkelman	A. E. R. R.	2.49	
At Winkelman	P. & E. R. R.	.13	
Winkelman to Christmas	A. E. R. R.	7.69	
Total			205.14
Grand Total			672.39

SECOND MAIN TRACK

Main Lines:			
Yuma to East Yard	S. P. R. R.	5.04	
Dome to Wellton	S. P. R. R.	17.53	
Stockham to Tucson	S. P. R. R.	3.04	
Tucson to East of Tucson	S. P. R. R.	2.01	
Total			27.62

ASSISTANT SUPERINTENDENT

J. C. GOODFELLOW

TRAINMASTERS

V. S. BURNHAM .... Yuma
E. E. WHEELER .... Phoenix
J. J. COWIN .... Tucson

CHIEF TRAIN DISPATCHER

S. F. HYDE .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS

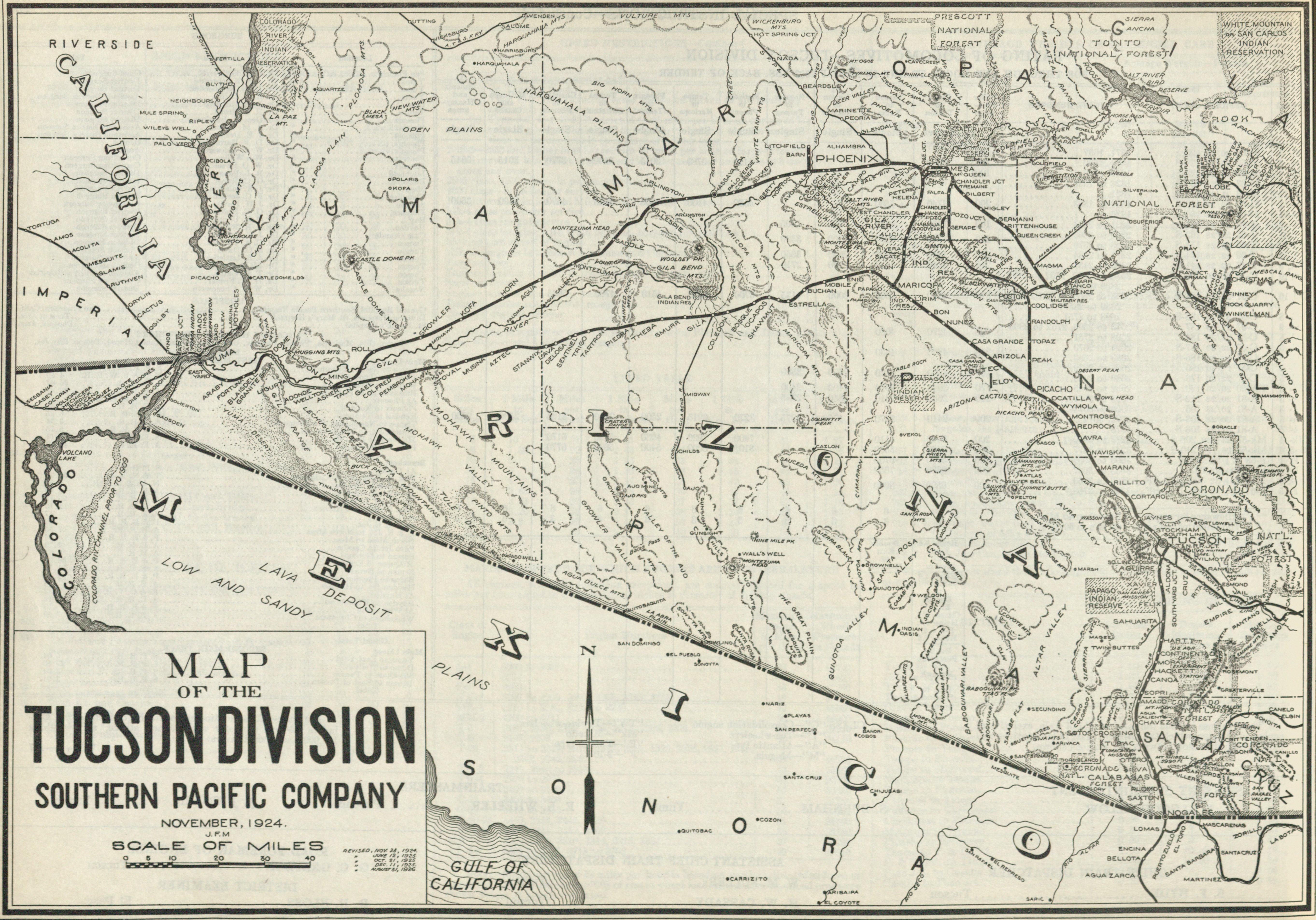
W. M. FULLER .... Tucson
H. W. CASSADY .... Tucson

ROAD FOREMAN OF ENGINES

G. C. GRAYDON .... Tucson

DISTRICT EXAMINER

R. D. BLOSS .... El Paso


RIVERSIDE
CALIFORNIA
IMPERIAL
YUMA
MARICOPA
GILA
PINAL
PIMA
SANTA CRUZ
ARIZONA
MEXICO
SONORA
GULF OF CALIFORNIA
COLORADO RIVER
COLORADO RIVER CHANNEL PRIOR TO 1909
VOLCANO LAKE
LOW AND SANDY LAVA DEPOSIT PLAINS
PHOENIX
TUCSON
YUMA
MARICOPA
GILA BEND
CASA GRANDE
FLORENCE
MESA
GLOBE
NOGALES
AJO
PICACHO
TONTO NATIONAL FOREST
PRESCOTT NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NAT'L FOREST
WHITE MOUNTAIN OR SAN CARLOS INDIAN RESERVATION
COLORADO INDIAN RESERVATION
GILA RIVER IND. RES.
PAPAGO INDIAN RESERVE
GILA BEND INDIAN RES.
SALT RIVER BIRD RESERVE
ROOSEVELT RESERVOIR
BABOQUIVARI 7740 FT.
MT. LEMMON
MT. WRIGHTSON
N

MAP
OF THE
TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

NOVEMBER, 1924.
J.F.M

SCALE OF MILES
0 5 10 20 30 40

REVISED, NOV. 28, 1924.
" JUNE 12, 1925
" OCT. 21, 1925
" DEC. 11, 1925.
" AUGUST 31, 1926